

CLASSIFIED REF: SAL 1

DATE

1600Z 30 NOV 62

SECRET

Col. Geary
OD
C/DD
RB

TO : DIRECTOR 25X1A

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

ROUTINE

25X1A

TOR: 1916Z 30 NOV 62

25X1A

IN: 57574

25X1A

25X1A ATTN:

AND PASS TO COL. GEARY FROM

25X1A

REF: 0133 (IN: 56402)

DOCUMENT NO. 104
NO CHANGE IN CL. L.S. ☒
☐ DECLASSIFIED
CLASS. CHANGED YES: YES NO
NEXT REVIEW DATE: 2011
AUTH: SR 1-4
DATE: 30 Aug 81 REVIEWER: GOC682

SUBJECT: ARTICLE NR 356

1. J-75 CONFIGURATION:

WE QUOTED TWO ADDITIONAL J-75 CONVERSIONS, IRANS, UPDATE,

25X1D

PLUS ONE SET

25X1A

OF FABRICATED PARTS AGAINST CONTRACT SP-1925. REFERENCE

4475, FROM C. L. JOHNSON TO DATED 10-8-62.

25X1A

TARGET FOR THIS EFFORT

25X1A

2. REPAIR:

25X1A

MAJOR AIRPLANE REPAIRS HAVE RUN US AS HIGH AS IN THE PAST. IT IS OUR OPINION THAT THE DAMAGE TO NR 356 IS AS EXTENSIVE AND WOULD BE AS COSTLY TO REPAIR AS WE EXPERIENCED ON AIRPLANE NR 360 (10-2-59). IT IS OUR ESTIMATE THAT TODAY THIS REPAIR WOULD COST (T & M CONTRACT). THIS ASSUMES USE OF SPARE WINGS AND FULL AVAILABILITY OF GF&E INSTRUMENTS, ETC.

25X1A

3. IF WE ACCOMPLISH NR 1 AND NR 2 CONCURRENTLY ON AIRPLANE

CONT.

SECRET

25X1A

S E C R E T

5045 (IN: 57574)

PAGE TWO

NR 356, WE WOULD PROPOSE TO INCREASE THE TARGET PRICE OF CONTRACT

SP-1925

FROM THIS,

25X1A

IT CAN BE DETERMINED THAT THERE IS A POTENTIAL SAVINGS OF
IF WE ACCOMPLISH THE REPAIR AND CONVERSION ON NR 356 RATHER
THAN TO REPAIR NR 356 AND CONVERT NR 350.

4. SCHEDULE:

ASSUMING A START DATE OF 12-3-62 TO REPAIR/CONVERT NR 356,
WE CAN BE OUT OF THE J-75 JIG BY JAN 28, 1963, AND CAN DELIVER
NR 356 BY 3-25-63. NR 367 SHOULD BE DELIVERED TO OUR PLANT
ON 1-21-63, AND WILL GO INTO THE J-75 JIG ON 1-28-63 (THE SAME
DAY NR 356 COMES OUT). WE CAN DELIVER NR 367 BY 5-13-63. WE HAVE ONLY
ONE J-75 JIG, THEREFORE, THE SCHEDULE FOR NR 356/350 AND NR 367
IS DEPENDENT ON WHEN THE JIG LOADS AND UNLOADS. YOUR PROMPT
AUTHORITY TO PROCEED WITH THE REPAIR/CONVERSION OF NR 356
IS REQUESTED.

END OF MSG

S E C R E T